

## 2001 Large Truck Crash Stats at-a-Glance


- In 2001, 5,082 people were killed and 131,000 injured in collisions involving a large truck. Fatalities from large truck crashes have declined each year since 1997, resulting in a 6 percent decrease – from 5,398 in 1997 to 5,082 in 2001.
- Of the 409,000 police-reported crashes involving a large truck in 2001, 4,431 resulted in at least one person killed – the fewest number of fatal crashes involving a large truck since 1996. Another 86,000 crashes resulted in at least one person injured.
- In 2001, large truck crashes accounted for 12 percent of people killed and 4 percent of people injured in all motor vehicle crashes. In 2001, 42,116 people were killed and another 3,033,000 injured on our nation's highways. Since 1998, fatalities from all motor vehicle crashes have increased by 1 percent.
- Only 1 percent of large-truck drivers in fatal crashes were intoxicated (at or above the blood-alcohol content level of 0.08 grams per deciliter), compared to 23 percent of car and light truck drivers and 29 percent of motorcycle drivers. The percentage of intoxicated large-truck drivers dropped from 1.5 percent in 2000 to 1.1 percent in 2001. (Note: Federal law prohibits driving a large truck with a 0.02 BAC level or higher.)
- About 5 percent of fatal crashes and 4 percent of nonfatal crashes involving large trucks occurred in a construction/maintenance work zone. However, 22 percent of all fatal crashes that occurred in a work zone involved a large truck.
- Eighty-two percent of all fatal truck crashes involved at least one other vehicle, usually a passenger vehicle.
- Only 4 percent of trucks involved in fatal crashes and 2 percent of trucks involved in nonfatal



*Continued on page 3*

### Inside

**2** Amended Hazmat Registration Requirements  
New Cargo Securement Standards

**3** Employee News  
"Did You Know"  
Website News 

## Fraudulent Insurance Warning

**BE AWARE OF FRAUDULENT INSURANCE!**  
Motor carriers have been known to purchase insurance policies from insurance companies that do not exist and operate illegally. Insurance companies, agents and brokers must be licensed to issue insurance.

**VERIFY YOUR CURRENT INSURANCE AND VERIFY YOUR INSURANCE REPRESENTATIVE BEFORE PURCHASING!** Contact Missouri's Department of Insurance at 1-800-726-7390 or visit [www.insurance.state.mo.us](http://www.insurance.state.mo.us) and select Insurance Company Search (located on the right hand side of the home page under Hot Topics).

# Amended Hazmat Registration Requirements

## Federal DOT Update

### Research and Special Programs Administration

(HM-208E); Hazardous Materials: Miscellaneous Revisions to Registration Requirements; Final rule; Published 09/16/2002; Effective Date: January 6, 2003; 67 FR 58343.

Summary: RSPA is amending its regulations concerning registration of persons who transport or offer for transportation in commerce certain categories and quantities of hazardous materials. The agency is adopting the North American Industry Classification System to determine whether an entity is a small business, consistent with actions taken by the Small

Business Administration. RSPA also is revising the requirements to permit registration over the Internet and to authorize the use of additional credit cards to pay the registration fee.

Other proposals in the Dec. 7 notice of proposed rulemaking, to temporarily reduce registration fees and charge not-for-profit organizations the same registration fee as a small business, will be addressed in a separate, final rule after enactment of the Department of Transportation appropriations for Fiscal Year 2003, as announced in the March 14, 2002 notice of proposed rulemaking in the Federal Register.

## New Cargo Securement Standards

The U.S. Department of Transportation's Federal Motor Carrier Safety Administration announced Friday, Sept. 27, a requirement that all interstate commercial motor vehicles comply with a new single set of performance standards. Meeting these standards will help to ensure that all CMV loads are properly secured and to reduce the number of accidents caused by cargo shifting or falling from trucks.

This final rule sets new cargo securement standards based on the North American Cargo Securement Standard Model Regulations. It reflects the results of a multi-year, comprehensive research program to evaluate current U.S. and Canadian cargo-securement regulations; the motor carrier industry's best practices; and recommendations presented during a series of public meetings involving U.S. and Canadian industry experts, federal, state and provincial enforcement officials and other interested parties.

Canada and Mexico also are considering adopting provisions of the North American model regulations. This would enable the three neighboring countries to have compatible cargo-securement regulations for heavy trucks.

The final rule clarifies how to determine the working load limit of cargo securement systems and the way carriers

should use these tie-down devices to secure cargo so it does not leak, spill, blow or fall from a CMV.

The rule establishes new performance standards that apply to cargo securement systems used in transporting general freight and loads that require specialized or unique methods. It also establishes commodity-specific securement standards for the transportation of logs, dressed lumber, metal coils, paper rolls and intermodal containers; cars, light trucks and vans; heavy vehicles, equipment and machinery; flattened or crushed cars; roll-on/roll-off containers; and large boulders. In the process of developing these standards, participants in the public meetings identified these commodities as being the most difficult to secure.

The final rule will be effective Dec. 26, 2002, and can be viewed by searching for docket number FMCSA-97-2289 at <http://dms.dot.gov/>. It gives motor carriers until Jan. 1, 2004, to comply with the new requirements.

*For additional information, please contact Suzy Bohnert at (202)493-0189*

# "Did You Know"

Could you save monies on county assessments for trailers that no longer have apportioned plates? Some questions have arisen regarding the assessment of the trailers pulled by interstate trucks. Due to recent changes in the law, such trailers no longer receive apportioned plates. However, if these trailers are used in interstate commerce, federal law requires that their value be apportioned. In other words, a county may not capture 100% of the value of trailers used in interstate commerce, but only that percentage that is related to their use in Missouri. The apportionment should be based upon the mileage run by the trucks, i.e., tractors, pulling the trailers. So, if the tractor has 30% of its miles run in Missouri, 30% of the trailer's value may be assessed. Review your county assessments and see if your trailer assessments need to be modified.

*For further information, contact your State Tax Commission Field Representative or the main Jefferson City Office at 573.751.2414*

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*Continued from page 1*

crashes were carrying hazardous materials. HM was released from the cargo compartment 16 percent of the time in those crashes.

- The majority of large truck crashes occurred in good weather (86 percent), on dry roads (83 percent), during the daytime (69 percent), and on weekdays (85 percent).
- The 10 states with the most fatalities from large-truck crashes in 2001 were (in descending order): Texas, California, Florida, Georgia, North Carolina, Illinois, Pennsylvania, Ohio, Alabama and Missouri. [Eight of these states rank among the top 11 in population. Only Alabama (23rd) and Missouri (17th) do not.]

### **Note:**

*Statistics describing fatal crashes and fatalities have been derived from NHTSA's Fatality Analysis Reporting System and statistics describing injury crashes, property-damage-only crashes, and nonfatal injuries have been derived from NHTSA's General Estimates System. FARS numbers are actual counts of fatalities or fatal crashes, whereas GES numbers are estimates of counts of crashes and injuries and are subject to sampling and non-sampling errors.*

*As Prepared by: FMCSA Analysis Division,  
October 16, 2002*

# Employee News

## Mileposts

**Joy Prenger**, intermediate business specialist, has been with the department for 10 years. Thank you, Joy, for your dedicated service and hard work this past decade.

## Promotions

**Mike Kratzer** was promoted to senior transportation enforcement inspector, a supervisory position within Motor Carrier Services based out of the St. Charles field office. Mike has been with the department for over 16 years. Congratulations Mike!

## Employee Transfers

**Kevin Smith**, intermediate transportation enforcement inspector, will transfer from the Jefferson City field office to the St. Charles field office effective in November. Kevin has been with the Department for 2 years.

**Ken Sowers**, transportation enforcement inspector, will transfer from the Kirksville field office to the Jefferson City field office effective in November. Ken has been with the department for a year.

Kevin and Ken, good luck with your new office assignments.

## We Bid Farewell to:

Debby Taylor, senior secretary with the safety enforcement section, and Heather Downing, transportation compliance supervisor of the IRP/IFTA Accounting section, in November.

Joyce Goff, clerk, retired Nov. 1 after 33 years of service with the IRP/IFTA compliance section.

## News on Wheels

Missouri Department of Transportation  
Motor Carrier Services  
P.O. Box 1216  
Jefferson City, MO 65102  
573.751.7100  
Toll Free: 866.831.6277  
Fax: 573.526.3651

Additional copies available upon request. If you have any questions or comments, please send them to the address at left.

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## News on Wheels

Missouri Department of Transportation  
**Motor Carrier Services**  
P.O. Box 1216  
Jefferson City, MO 65102

**PRSTD STD**  
U.S. Postage  
**PAID**  
Jefferson City, MO  
Permit No. 24

### Motor Carrier Services

### Address

### Phone & Fax

<b>International Registration Plan</b> Regulations, IRP applications, reciprocity, trip permits, temporary authorizations, license plates, cab cards, titling information	<b>Location:</b> 1617 Southridge Dr. Jefferson City, Mo. 65109 <b>Mail:</b> P. O. Box 893 Jefferson City, Mo. 65105	(573) 751-6433 Fax: (573) 751-0916
<b>International Fuel Tax Agreement</b> regulations, Missouri IFTA applications, temporary fuel permits	<b>Location:</b> 1617 Southridge Dr. Jefferson City, Mo. 65109 <b>Mail:</b> P. O. Box 893 Jefferson City, Mo. 65105	(573) 751-6433 Fax: (573) 751-0916
<b>Overdimension and Overweight</b> regulations, permits, blanket permits	<b>Location:</b> 2211 St. Mary's Blvd., Jefferson City, Mo. 65109 <b>Mail:</b> P. O. Box 270 Jefferson City, Mo. 65102	(573) 751-2871 or (800) 877-8499 Fax: (573) 751-7408
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<b>Safety and HM Regulations/Enforcement</b> Information, regulations, training, compliance reviews, educational contacts, complaint investigations	<b>Location:</b> 301 W. High, Truman Bldg., Room 230, Jefferson City, Mo. 65101 <b>Mail:</b> P. O. Box 1216, Jefferson City, Mo. 65102	(573) 751-7117 or (866) 831-6277 Fax: (573) 751-4354

**Websites:** [www.carrier.state.mo.us](http://www.carrier.state.mo.us) and [www.modot.org](http://www.modot.org)